

SUPERVISORS TO TEACH LESSON IN GOOD HUMOR TO PERJURERS

(From Thursday's Advertiser.)

With the exception of a little bit between Chairman Hustace and Supervisor Archer over the impropriety of Electrician Frazer not consulting the chairman of the committee on electric lighting, the meeting of the Board of Supervisors last night was a love feast. This little scrap developed during the reading of the estimates for the coming month by Archer, the chairman of the finance committee, who wanted to cut down Frazer's fund for material and supplies from \$1000 to \$750.

Hustace objected to this, whereupon Archer explained that he had not had a talk with the head of the electric light department for some weeks and did not know whether he needed the larger amount or not. Frazer had seen him on the street, but never thought it worth while to stop and talk things over with him.

"Well, why didn't you call after him. You should follow up your work as a supervisor and hunt him up," said Hustace.

"Yes, and take off my hat to him, I suppose," answered Archer, with the sarcasm whereupon there was a discussion as to the proper attitude for the heads of the departments to observe towards the supervisors, ending up with the passing of the \$1000 item.

GARRAGE EXPENSE LESSENING.

One important matter was brought out in the estimates, that being that the expenses of running the garage department were gradually getting down towards the amount of the income from it, as prompted by the superintendent last January. The estimate last night was for \$1400, one hundred less than usual and \$1000 less than the expense a year ago. The reason, as explained by both Archer and Sam Johnson, was that the sewer connections being made did away with some of the work. In January there was nearly \$200 saved out of the appropriation, while this month there will be nearly \$200.

Altogether the estimates were passed at \$4845, some \$3000 more than for February, made up in the increase largely in the added appropriation for the Honolulu road department, which gave altogether \$15,000 for the month. "This month's estimate may look like voting a whole lot of money, but it's going on the roads, Mr. Archer, where it ought to go," said the chairman, after the vote.

MAY ENFORCE CURB ORDERS.

The following letter from the County Attorney defined the rights of the road committee to enforce the ordinance compelling property owners to curb the sidewalk allowance before their places. The opinion of Mr. Milverton was:

"Replying to a request under date of February 21, 1908, for an opinion as to how far the Committee on Roads, Bridges and Parks can proceed in the matter of enforcing owners of land abutting and adjoining on any public street to curb the sidewalks adjacent to the land so owned by them, I would say that under Section 1, of Order No. 1, of the Ordinances of the County of Oahu, it is made the duty of all owners of land abutting on and adjoining any public street, within the County of Oahu, whenever such street shall have been improved by the laying off or construction of sidewalks, or otherwise, at their own expense, within 30 days after receiving notice from the County Road Supervisors, to curb the sidewalks adjacent to the land so owned by them with substantial curbing, etc. Section 1 of the Ordinances provides that any person, firm or corporation who shall violate any of the provisions of the Ordinance shall be fined not to exceed \$100.00.

"I would suggest that in a proper case, the notice provided for by the Ordinance be given, and, in the event of the owner failing or refusing to comply with the notice that legal proceedings be instituted for the purpose of enforcing the provisions of Section 1 above referred to."

NEW ELECTRICAL MACHINERY.

Archer introduced a motion to authorize the head of the electric light department to call for bids for a new Pelton wheel for installation at the electric light power house, to take advantage of the extra water from the new Nuuanu reservoir. It was estimated that the wheel would cost about \$1000 laid down here and another \$1000 to install. With it 100 more lights could be added to the system with the eventual saving to the county.

There was a long discussion about the advisability of doing this, the members seeming to be doubtful about getting anything ready for the completion of the dam, the end of which had been long deferred. Both Hustace and County Engineer Gere explained that a forebay in the reservoir was to be made at once that would insure a sufficiency of water to run the new machinery. The motion carried.

LUAUS AND PARTIES.

An invitation for the city fathers to attend the opening of the new Maunaloa tennis courts was read, being received with a series of sickly smiles. Hustace explained that the county had loaned the tennis club the land for the occasion and the invitation was probably in acknowledgment. "The cars run every ten minutes, though, so any of you who want to go can."

A request for the use of the benches in Alaia park for their luau on Saturday came in from the Longshoremen's Union, also a request for the use of the band for an hour. The luau is to be on Saturday and the requests were granted.

A lesson is to be taught witnesses in the police court who testify to one thing in one case and to contradictory things in other cases. The police are constantly having experience with witnesses who testify to one thing on their own behalf and then through revenge or influence, testify quite differently regarding the same matters on the trial of someone else.

A particularly exasperating case of the kind occurred lately, and one where the evidence of the conflict of testimony was conclusive, and Chief of Detectives Taylor has determined to bring the matter before the grand jury, and see if a conviction for perjury can not be secured as a lesson to others. In this case Ah Tuck with Tai Sung was arrested shortly before the Chinese New Year charged with stealing chickens. Yee Wo was arrested shortly afterwards, and on their statements, charged with receiving the stolen chickens knowing them to be stolen. Ah Tuck on his own trial testified to the following effect: "I placed chickens under counter of Yee Wo's place, and Yee Wo said to me, to come back at 8 o'clock and he will pay me \$5. He said I owed him some money for boarding, and he said he would not give me any. Han Sam was asleep and defendant (Tai Sung), went to Yee Wo's place with me. He did not get any money. Defendant helped me to carry chickens to Yee Wo and Yee Wo paid the money to Tai Sung. Defendant was present when Yee Wo paid the money to Tai Sung; I don't know if Han Sam saw the money passed over."

On the trial of Yee Wo the other day Ah Tuck changed his testimony considerably, so much so that Judge Long who heard this case but had not heard the other, felt obliged to discharge the prisoner Yee Wo. In the Yee Wo case Ah Tuck testified as follows:

"I didn't see him (Yee Wo) last month; he boss store by name of Yee Wo; I have never been there last month. I was arrested on the 29th day of the twelfth moon (January), and didn't see defendant at all; I don't remember the day I was arrested; Lum Han and Heary Espinda arrested me. On the day I was arrested I did not see Yee Wo. I didn't go to defendant's place. I was in the coffee shop opposite Railroad depot. It was about 5 o'clock in the morning. Just before 5 o'clock in the morning I was in my room asleep. After I got through drinking coffee I was arrested by the officers. I had not been to defendant's place and had not seen him. I don't know him. This is the first time I see this defendant, in this courtroom."

Ah Tuck on his own trial was convicted and sentenced to a year's imprisonment.

MONTHLY TENDERS.

The bids for the regular monthly supplies were opened, the awards being submitted to the following firms at the prices quoted, the lowest in each case:

Hackfeld & Co.—Red bricks, Cal. per M. \$3.25.

Union Feed Co.—Feed oats, per ton, \$24.75.

California Feed Co.—No. 1 California wheat hay, large bales, per ton, \$27. California wheat hay, small bales, per ton, \$22.50; rolled barley, \$31; wheat bran, \$31; alfalfa, \$23.50.

Hustace-Peck Co.—California lime, per bbl., \$2; Hawaiian lime, \$1.75; blacksmith coal, per ton, \$19.

Davies & Co.—California lime, per bbl., \$2; Hawaiian lime, \$1.75; black blasting powder, 100 lb. drums, \$2.25; giant powder No. 1, \$3.25; giant powder No. 2, \$2.75; fuiminating caps, 50 cents.

L-L Steam Navigation Co.—Newcastle coal, per ton, \$9; Snelldons Bay coal, per ton, \$8.25; Pelaw main coal, for Central Station, per ton, \$9; Makiki Station, \$9.50; Palama Station, \$9.25; Stanford coal, per ton, \$9.75.

Lewers & Cooke—California cement, Golden Gate, per 90 lb. bbl., \$3.15.

Allen & Robinson—Norwest lumber, rough, per M. \$20; Norwest timber, per M. \$25; Norwest battens, \$22.50.

UP TO BOARD OF HEALTH.

The committee on sanitation and health presented a report passing the buck up to the Board of Health in the matter of providing the town with public convenience stations, as recommended and urged by the Civic Federation. The committee reported that "it is our opinion that that duty lies more within the provision of the Board of Health and that an appropriation should have been made by the Legislature to be expended by that Board for the work which your committee is called upon to investigate and report."

"The intimation that the matter of establishing such comfort stations lies within the line of duties of the Board of Supervisors your committee begs to differ. From a financial standpoint, this county can ill afford to set aside any specific appropriation for the purpose, however worthy the object may be from a sanitary standpoint, as large appropriations must be allowed for the ever increasing road work within the county, for the maintenance of stock in Honolulu as well as in the outside districts and the purchasing of materials necessary to carry out the work. The maintenance of the electric lights and the probable installation of new machinery in the Electric Light plant will call for an increased expenditure this Board must answer."

"Consideration of the requirements of the other departments should not be lost sight of so that after a careful canvass of the situation has been made, your committee could not see its way clear but respectfully report unfavorably on the subject matter referred to."

The report was adopted.

The company of marines a few days ago erected a tent beyond the sewer pumping station and their own encampment for their convenience in target practice. Some time during Tuesday night or early Wednesday morning it was stolen.

From Admiral Very's Log

To the Editor of the Advertiser:

At Port Gallagos, on the east coast of Patagonia, about fifty miles to the northward of the Strait of Magellan, the rise and fall of tide is, with one exception, the greatest known, reaching 45.6 feet at springs, while in the Bay of Fundy, the range is 50.5 feet. At Dungeness, six miles from Cape Virgins, within the Strait, the tidal range at springs, is 39.4 feet, the third largest of all recorded; exceeding even Ungava Bay, the Severn River, the northwest coast of France and northwestern Australia, where the maximum tidal ranges are respectively 38.5, 37.5, 36.5 and 34.3 feet. Within Magellan Strait, the tidal range of 38 to 39 feet continues from Cape Virgins past Possession Bay to the First Narrows, a total distance of about sixty miles. At the Second Narrows, about thirty miles beyond the First, the maximum range is 23.6 feet, and thence it diminishes rapidly to 7.9 feet at Gracia Point, twelve miles away, 5.9 feet at Sandy Point, and but 4.9 feet at Cape Pillar, the extreme western point of the Strait. As a consequence of the marked difference of level, east of the First Narrows, and west of the Second, at high and low tides, the current ebbs and flows through the two Narrows with considerable velocity, with perplexing swirls and eddies, obliging steamers of low power or of poor steering qualities, or both, to choose a favorable time for passing through, anchoring if necessary to await their opportunity. (Sir Wyville Thomson, on page 291 of the second volume of "The Voyage of the Challenger," says: "On the morning of the 26th of January, 1876, the Challenger passed through the 'first narrows' of the Strait of Magellan, wind and tide in her favour, at the rate of seventeen miles an hour; shortly after mid-day she rounded Cape Virgins," etc. It is not unlikely that from a fourth to a third of that speed was due to the current.

A story was told forty-odd years ago of a steamer of the maximum speed of seven or eight knots, which ruled at that time, fitted with hand steering gear which was in almost universal use, that she entered the Strait, west-bound, too late to pass through the Narrows; so late, in fact, that it was dark before she began to feel her way into Possession Bay. As she stood in cautiously, the lead showed fifteen fathoms, which the captain decided was too great a depth, in view of the fact that by his calculations it was then dead low water and the tide would rise between six and seven fathoms before morning. So he stood on very slowly, against a blustering north-west wind with driving rain, until there was a rapid shoaling to four fathoms, when he anchored and paid out sixty fathoms of cable, making due allowance for the expected rise of tide and the known strength of the wind. Five or six hours later, when day began to break, the officers of the watch saw right ahead and not far away, the outline of a low cliff, and as the light improved, an anchor was made out on top of the bluff, and shrankled to it, a cable which came toward the mystified watchers on board the steamer. When daylight increased a little more, they found that it was their own cable and their own anchor which had been dropped, not at low water as was thought, but at extreme high tide! Fortunately the wind favored them, holding the ship in deep water, while the anchor emerged from its four-fathom bath, to air its flukes two and a half fathoms above water.

The Resaca, in which as a midshipman I made my first trip through the Strait, was of a novel design accredited to Mr. G. V. Fox, Assistant Secretary of the Navy with Secretary Welles during the Civil War. She was designed for speed, with sharp ends and small beam, bark-rigged with long lower-masts, and a standing smoke-pipe so tall that the navigator said "it took two men and a boy to see up to the top of it!" Her boilers and engines occupied so much space that the living quarters of officers and men were dwarfed to the limit of discomfort. The captain's cabin, too small to afford a state-room, was provided with two open bunks, one to starboard and one to port, and with a meager outfit of diminutive furniture. Yet that cubby-hole was shared by our captain with a half-brother of Henry Ward Beecher, the Reverend Thomas K., who had reached Rio de Janeiro on his way to Callao, and accepting the captain's invitation, took possession of the extra bunk in the cabin from February 4th, 1867, when we left Rio de Janeiro, until the 14th of the following April, when we reached Callao. He fraternized with the midshipmen, greatly to our profit; for it may be readily understood that at our age, intimate association with so brilliant a man could not fail to be of benefit. Mr. Beecher delighted in the study of nature, and as Darwin shows in his "Journal of a Voyage Around the World" (the cruise of the Beagle, 1831 to 1836), there is in the Strait of Magellan and its immediate vicinity, abundant material for the student so inclined. Wild flowers in profusion are found during the summer and early autumn, in sheltered nooks. At Port Gallagos, at Port Tamar, Mr. Beecher found a fuchsia, the largest he had ever seen. As a rule our explorations were restricted to a short distance from the water's edge, by the density of the growth; the trees following the steep hillsides down to the beds of muskells. Occasional trails lead to evidences of more or less remote en-

campments of the natives, of whom we saw very few, aloft or ashore. Deviation from these beaten paths was hazardous, for in some course of time trees have fallen and an overgrowth of ferns and moss has furnished a dimmy foundation for other trees which in turn have been laid low and covered with the deceptive carpet, through which an incautious step leads to unpleasant plunges. Limpets abounded, and sea-urchins, and an edible mussel which was a welcome addition to our somewhat limited ration. Of land birds we saw few, but water fowl were numerous; among them, the "side-wheel ducks," as they were generally called, probably a species of penguin, which, unable to fly, make good speed by beating the surface of the water with a rotary motion of their rudimentary wings. The Resaca was fast for her day, steaming from nine to eleven knots under ordinary circumstances, and on one occasion, in the smooth water of Smyth's Channel, logging twelve and three-quarters; and yet I have seen a pair of the "side-wheels" keep ahead of her several minutes—perhaps four or five—before diving to escape. Seals were seen at times, and an occasional whale. Drift ice was rare, although in sheltered coves random floes or diminutive icebergs were sighted. But the chief delight was the scenery, particularly in the sounds or bays which communicate with the western part of the Strait. Snow-capped ranges abound, with glaciers far and near, and numerous cascades tumbling down the lofty mountain slopes. Beautiful wooded islands are grouped in some of the inlets, and one such, with trees growing to the water's edge, invades the channel near Gray's Harbor, and so complicates the navigation as to make it hazardous for any but smart-handling vessels of moderate dimensions to pass that way. In places, while the steep mountain slopes towered above us to a height of two or three thousand feet or more, no bottom could be found with our longest lead line.

In the course of Mr. Beecher's ten weeks' experience on board the Resaca there was considerable variety. Small-pox boarded us at Montevideo. Fortunately without fatal results. But it was an unpleasant shipmate while it lasted. An apprentice fell overboard while the ship was steaming with speed in the Rio de la Plata. He was recovered in good season with no damage other than a thorough soaking. The same boy shortly before or shortly after the ship fell from the main trysail gaff through an open hatch into a fore-room. No bones were broken, and the youngster recovered to fall overboard again in the bay of Panama, among a school of sharks, from which unpleasant predicament he was rescued by a plucky classmate of mine, who plunged over after him. The boy was not satisfied with these ventures and so, when yellow fever visited us at Panama, and carried off nineteen of our small crew, he was one of the first to be attacked by the scourge and one of the first to recover!

But of all the happenings during Mr. Beecher's cruise, doubtless the Tom Bay incident was the cause of more anxiety than any other. He could not well remain outside because of the wind and rain and so he passed the time alone in the cabin, with occasional brief visits to the deck, where he found everyone too much absorbed to give him information even if there had been any to give; but he saw and heard enough to know that there was an emergency to be dealt with. We had anchored at Tom Bay from necessity, because no other anchorage could be reached before dark. I was blowing the characteristic squalls to which sealers gave the name of willwaws, a century or so ago. The anchorage falls off so rapidly that it was necessary for us to go close in, to find a moderate depth, and we dropped the two bows in succession, with the full scope of the cable on one and nearly as much on the other. Steam was kept up, with instructions to "steam to the anchors." During the first watch, from eight o'clock to midnight, the engine was handled with skill; started promptly in the first puff of the squall and stopped at the beginning of the lull, and speeded or slowed as occasion required. She never overran the anchors, nor did she slacken the cables. But within twenty minutes after the change of watch at midnight both cables snapped: one at the sixty-fathom shackle and the other at the anchor. The ship drifted into the very deep water in the channels, where both cables hung up-and-down, with about fifty fathoms on one, and a hundred and ten on the other. There were no steam winches or winches in those days. The hand crank under the forecastle was our main dependence, with such feeble assistance as was rendered by a fore yard purchase leading to a strap around the cable at the water's edge. The first lieutenant stationed on top of the captain a comical little dandy, one of the wardrobe boys, who played an accordion and sang, and kept the crew in good humor during the four hours occupied in heaving in the remnants of the cables. Meanwhile, with the help of the midshipmen who were stationed round about to try to see a tree or a rock or broken water or anything at all through the intense darkness, the navigator was doing what he could to keep the ship from getting into further trouble. And at the same time a few of the best seamen rigged a jury anchor and prepared a gun for duty as a substitute if needed. By day-break the rain had ceased, the squalls had passed away and the sky had cleared, and when we reached Eden Harbor—most aptly named—the sun was out in its glory.

S. W. V.

Naval Station, Honolulu, T. H., February 26, 1908.

George Ned, a Hawaiian, became violently insane in Kakaako yesterday morning. He was taken into custody by Harry Lake, and the patrol wagon was called. He was examined by Dr. Emerson and committed to the asylum. His dementia took a violent form. He has been acting queerly for some time.

CANNOT AGREE OVER CAR TIME MANY WANT TO BE CHAUFFEURS

(From Thursday's Advertiser.)

Yesterday was a hell day for chauffeurs and would-be chauffeurs. It was the last day of grace under the order recently issued by Sheriff Iaukea requiring all persons who run automobiles to secure a license, and Harry Wilder was busy all day making his examinations of applicants and passing on their qualifications. As it was, not more than half the applicants could be examined, and today the remainder will be put through the inquisitorial mill, and be required to tell all they know about sparkers and steering gear.

Yesterday forenoon was showery and the streets sloppy so that applicants had a chance to show what they could do under adverse conditions. Those who were examined and passed yesterday with the number of the license issued to them were as follows:

Wilfred Harrison, No. 262; Charles H. Hustace, 261; T. H. Petrie, 260; Yamanaka, 259; Ross C. Ingram, 258; Nakamura, 257; Mitsuda, 256; Dr. L. F. Alvarez, 255; J. K. Daggett, 254; William J. West, 253; A. W. Seabury, 252; S. F. Burbank, 253.

The applicants yet remain to be examined are as follows: Alice T. Cooke, C. W. Otwell, F. H. Kales, John H. Fuller, Norman E. Gedge, A. Lewis Jr., Fred Harrison, J. Lightfoot, Wm. Giffard, E. W. Sutton, Sam Wah, William Weinrich Jr., Chas. H. Bailey, Charles O. Hottel, Richard M. Campbell, John Henry Magoon.

KAUAI BELLIGERENTS WERE ONLY BLUFFING

The Japanese paper published on Kauai is chuckling over the result of the recent Koloa-McBryde war fight from the Japanese standpoint, regretting that the matter has been taken out of the sphere of warfare of man against man and made one of lawyer against lawyer. As long as the fight lasted in its "acute" stage the Japs had a good thing out of it, while at no time was there any occasion to do anything but put up a bluff. The fight apparently was a good deal along the lines of some of the pitched battles over mining claims and grazing rights in the mainland west, where much powder was burned but the list of fatalities was very small.

According to the Garden Island sheet, the Japanese were as warlike as they could possibly be on one dollar a day and keep. All they had to do was to sit around and draw their rations, making demonstrations in turn to preserve the appearance that they were really needed. At the same time there was a perfect understanding between the Japanese of the two plantations that when the time came for any real fighting, the Japanese on both sides would resign and draw their accumulated pay. None of them had any intention of either hurting anyone else or getting hurt themselves in any horrible row.

EVERY BOTTLE GUARANTEED.

This is done with Chamberlain's Cough Remedy, and if you are not satisfied after using two-thirds of the bottle according to directions, return what is left and your money will be refunded. For sale by all dealers, Benson, Smith & Co., Agents for Hawaii.

T. Thomas Fortune, the famous negro journalist who was here some years ago, has started a magazine called "The Freeman" in New York. He secured an extension from creditors and put their money up against the obligations until capital had been secured from the outside. The Legislature promised the company ten per cent. yet in ten years it had realized but \$23,000 on its investment of sixteen hundred thousand dollars.

There was a chorus of assent from the Kaimukites when Mr. Peck appealed to them to say if the present service did not give them cars so regular that they could set their watches by them.

On the question of executive approval, about which the Governor seemed most desirous of being advised, Mr. Peck quoted the words of the statute to show that it was mandatory on the part of the company to make its own rules and regulations, while it was only permissible on the part of the Governor in the event of the company's neglect to do so. The approval of the executive was clearly required in the electric railway franchise antedating this company's by three years, where the Minister of the Interior was named as the executive authority in the matter.

Mr. Ballentyne was the last one to take the floor, supplementing the president's calculations to the purpose in hand. The Governor asked him for the comparative figures of the thirty-minute and the twenty-minute services on the Waialae route. He answered he could furnish a statement to the Governor, but did not have it with him then. Concluding, the manager replied to remarks Mr. Carter had made on the Seattle car system—to show that increased service had yielded an increase of traffic in Mr. Carter's experience as a director of the Seattle system. His argument was that the conditions of the two cities differed, Honolulu not having the growth of population that Seattle had.

There was a lot of desultory talk around the executive table and finally the Governor took the whole matter under advisement. The point of decision for him is whether or not to approve the Waialae-Aala Park schedule.